...AD A LIVELY TIME.

...E WHALING FLEET THAT WINTERED IN ALASKA.

...Officers Quarreled and One Was ...illed—Several of the Men Deserted for the Yukon Mines, and One Was Killed and Another Wounded by the Pursuing Party, While Others Perished in the Snow—The Catch of the Fleet.

...Francisco, Oct. 11.—The steamer Jen... which acts as tender for the Pacific ... Whaling Company's fleet in the ..., arrived today from Alaska, with ... of news. The Jennie had a hard ... coming down. She was pinched in the ... it was a case of all hands at the ... all the way down to keep her afloat. ... brought 52,300 pounds of whalebone ... 35 barrels of oil.

...whaling fleet that wintered at Hirschel island had a lively time. In the ... Second Officer Frank Jones and ... Officer H. C. Bowen, of the Ba..., quarreled and Jones was killed. The ... were greatly troubled by deserters. At one time twenty-three men fled. All ... eight were caught. These men ... for the Yukon, 450 miles overland. ... got about eighty miles into the interior, where they robbed a few Indians. A ... party from the fleet caught them ... and brought them in.

...fifteen others deserted. They attempted to beat off a pursuing party and a ... deserter named Thomas was killed. ... supposed to be the son of a wealthy manufacturer of London, Ontario. Another ... named Fitzpatrick was wounded in ... fight. Both these men were from the .... All the other deserters were caught, except five, who are believed to have perished in the snow.

...teen whalers wintered at Hirschel island last year, but all except six are coming down this winter. The Baloena and ... wintered at Franklin bay, the ... easterly point in the Arctic ocean ... reached in winter.

...catch of the fleet up to the time the ... left was as follows: Baloena 10, ... 10, Mary Hume 5, Newport 8, Jes... H. Freeman 4, Beluga 2, Norwhal 4, ... 1, Jeanette 1, Karluk 1, Alexan... 3, Fearless 3, Wanderer 1, California ..., Northern Light 4, Gay Head 3, Alice ... 1.

Derelict Schooner Sighted.

San Francisco, Oct. 11.—The tramp ... City of Dublin arrived today from .... Her captain reports that yesterday he sighted in latitude 38.5, longitude 127.22, a derelict schooner. The vessel was dismasted and on her beam ends. ... was 120 feet in length and had a black .... The captain of the steamer did not ... himself to investigate further.

Tacoma Shipping News.

Tacoma, Oct. 11.—Special.—The Northern Pacific Steamship Company's steamship Tacoma arrived at 10 o'clock last night from the Orient with a cargo of 3,200 tons. The Tacoma left Yokohama September 25 at 8 a. m., and the passage was without special incident.

Fishing steamer Edith arrived today from the halibut banks, with a big cargo of fresh halibut packed in ice. This is the first cargo to arrive this season.

Bark Artemis arrived today, and will load wheat.

Steamer Lakme sailed last night for ... Harbor, where she will take on lime.

Steamer Bogstad arrived last night for flour for South Africa.

LONDON MINE PURCHASERS.

...Believe the Syndicate Will Buy Up the Mariposa Grant.

San Francisco, Oct. 10.—Hamilton Smith, the head of the Exploration Company, of London, is expected to arrive in California the latter part of the present month or early in November. His visit to California promises to be an important one for it is generally understood in mining circles that it may result in the transfer to the exploration company of a valuable mining tract known as the Mariposa grant. The Mariposa grant is a tract of 44,000 acres in the heart of Mariposa county, and was originally granted to Fremont by the Mexicans. The title to the property now rests in the names of Senator Jones, Alvinsea Hayward, John W. Mackay and the Hobart estate. The mother lode crosses the grant and it is known to be rich in mineral ore, as a number of mines have been worked on the property, including the Josephine and others. These mines were shut down while paying handsome returns on account of a disagreement among the owners. The property has been offered to the Exploration Company, and if Hamilton Smith makes a favorable report after experting the mines it is more than probable that the London company will purchase the property and develop its mineral resources.

Mr. Sewall the Man to Go.

New York Times.

In the course of an article by Mr. Thomas E. Watson, in this week's Independent, the following plain statement is made:

"Finally Southern Populism says to Democracy: 'We will forget the wrongs of the past and unite with you to elect Mr. Bryan, but you must not ask us to kill our own party by withdrawing the only man who represents us in the national fight.'

"Mr. Sewall is the man to retire. He represents nothing the Chicago platform stands for excepting free silver, and his advocacy of that dates from June, 1895. With that exception he is a flat contradiction of Mr. Bryan and a happy corroboration of Mr. McKinley. He can get out of the race and not hurt his party. His withdrawal would immensely ease the burdens of the Bryan managers. People cannot forget that Mr. Bryan might die and that Mr. Sewall might become president. And nobody who is in accord with Mr. Bryan contemplates such a contingency with the slightest satisfaction.

"Mr. Watson, on the other hand, cannot retire without disbanding his party. To disband the People's party weakens the cause of free silver by withdrawing the pressure which drove the Democratic managers to boldly declare for it.

"By concentrating the reform forces upon Bryan and Watson, those sections from which the votes must come are at once united, and two presidential candidates who represent the same principles will be found running together.

"If the reformers meet defeat in their patriotic efforts to get together and elect Mr. Bryan, that defeat will be due to the same old spirit of Southern Democratic intolerance which will not see, will not listen, will not learn If Bryan goes down at all, it will be on account of the local pie hunters in the Southern states, who wish to crush Populism in the South and encourage it in the West—who wish to use it where it will hurt the Republicans, and trample upon it where it interferes with the Democrats.

"They are blinder than the Bourbons if they do not realize that this narrow, unpatriotic, and dishonest policy is doomed to the failure it deserves."

Always Talk the Loudest.

Cleveland Leader.

A free coinage advocate was haranguing a crowd on the public square in a noisy way the other evening when a young man pushed his way to the front.

"May I ask you a question?" he asked.

"Certainly," said the free coinage shouter.

"How old are you?" asked the young man.

"Sixty-three years," was the reply.

"How much are you worth?"

"Not a dollar."

"Just as I expected." Then turning to the crowd, the young man said: "Here is a man who admits he is 63 years old, and that he has never accumulated a dollar, and yet he is trying to outline to you a financial policy which he thinks the United States government should follow."

Turning on his heel he walked rapidly away, leaving the crowd to ponder on the object lesson he had given it.

All the Government Does.

Amasa Walker, Science of Wealth.

All that the government can usefully do is to certify to the weight and the fineness of the coinage. It has no further concern with money. The main point to be borne in mind in relation to coinage is that the government does not determine value at all, but simply certifies as to weight and purity.

The Big Nine Days' Sale. **IX** The Most Marvelous Days In the History Of Clothing Buyers.

THIRD DAY.

PRICES PRICES PRICES **NINE** Every article in our Mammoth Stock, Without Reserve, is Marked Down.

Overcoats.

A GOOD WINTER OVERCOAT AT	$3.90
AN A 1 OVERCOAT AT	5.90
FALL WEIGHT OVERCOAT AT	5.90
DRESS OVERCOATS AT	7.90
DRESS OVERCOATS AT	9.00
DRESS OVERCOATS AT	10.90
DRESS OVERCOATS AT	12.90

Men's Clothing.

A Good Suit for $3.99, worth	$7.50
A Good Suit for $5.90, worth	$12.50
A Dress Suit for $7.90, worth	15.00
A Dress Suit for $9.00, worth	$16.50 to $20.00
A Dress Suit for $10.90, worth	$20.00 to $25.00

PANTS

69c, $1.09, $1.90, $2.90, $3.90.

Bargains in Every Department—Mackintoshes, Hats, Dress Shirts, Kerchiefs, Etc.

REMEMBER THE EARLIER YOU COME THE MORE ADVANTAGE YOU GET.

THE ONLY ONE-PRICED CLOTHING HOUSE IN SEATTLE.

J. Redelsheimer & Co.

Successors to Hyams, Pauson & Co.,

FIRST AVENUE AND COLUMBIA STREET.

BY AN OMAHA MAN.

AN OUTSIDER'S IMPRESSIONS OF THE QUEEN CITY OF THE SOUND.

The Seattle Man Omnipresent in the Pacific Country—The Acquisition of the Nippon Yusen Line a Fitting Prelude to the Obsequies of Portland as a Seaport.

The Omaha Bee of October 5 contains a bright and well written article on "Seattle; the Queen City of the Sound." It is from the pen of Mr. Will K. Sweazy.

"Seattle; The Queen City of the Sound," is the sobriquet which every inhabitant of that bustling community loves to call the place of his adoption, he says. The Seattle man is omnipresent in the great region adjacent to the sparkling waters of the Pacific. You meet him in the inland towns, on the railroad trains and on the steamboats and upon all occasions his face takes upon itself a cheerful aspect at the mention of the subject of his labors and future hopes.

"Seattle? Why, certainly, I live there. It is the only town on the coast," he assures you. Discarding his paper, he calmly backs you into a corner and the impassioned eloquence of his nature finds voice somewhat after the following: "In ancient times all roads were said to lead to Rome. In the present day the old stronghold has a counterpart in the modern Seattle as it sits like the Eternal City upon its seven hills. Every ocean vessel on the north shore steers for its protecting harbor and the land traffic has but a common center."

"It has been asserted that San Francisco and Portland have advantages in a maritime way," suggests the stranger.

A look of ineffable sadness momentarily overspreads the face of the Seattleite as he replies: "This is indeed a painful subject. It is such reports emanating from ignorant and evil-minded people which give Easterners an erroneous idea of our beautiful city. However," he adds with a resumption of his former cheerfulness, "we are burying them one by one. The acquisition of the Nippon Yusen Kaisha Japanese line a short time ago served as a fitting prelude to the obsequies of Portland as a seaport, and the subsidized hamlet fostered by the Northern Pacific a few miles south of us threw up the sponge of commercial prestige many months ago."

"Seattle! Why, certainly you have heard of our town. We are the seven days' wonder of the Pacific slope. Located upon the shores of Elliott bay, an inlet of Puget Sound, the city sprung into existence from a primitive lumber camp. In 1870 we had a population of 1,107; in 1880, 3,533; in 1890, 42,837, and at the present date over 60,000. In June, 1889, the whole business portion of the city burned to the ground. In a single day over 123 acres of buildings went up in smoke, and when the sun shone forth once more upon the blackened timbers and bricks of our former possessions, many of us were obliged to start life anew."

The Seattleite's voice has a tremor as he goes back to those troublous times, but his native cheerfulness holds sway and he goes on. "Phoenix-like, from the ruins of the old Seattle has sprung the greater Seattle of today. Streets that formerly were narrow have been widened. Solid business houses sprang up on every hand as if by magic, and today you view a picture, which as the smoke of the great conflagration rolls away, seems the work of an industrial genii. The business portion is formed entirely of structures built of brick, stone and iron, and nowhere will you see the miserable shack which does so much to disfigure the symmetry of Eastern cities.

"We have a harbor with a surface area of 20 square miles. A waterfront of six miles, and wharfage at which any vessel, even be it built upon the lines of the Great Eastern, may tie to. Within a short distance of the shore the water is 90 feet deep and beyond this blue, clear and unfathomable until it rolls its mighty flood into the broad Pacific.

"We are headquarters for the largest lumber mill in the world, the largest drydock in the United States. There are two steel vessels for the government being constructed in our shipyards. San Francisco and Portland wanted the job, but we beat them at their own game. The government has started construction on a ship canal to cost $2,000,000. It will extend from the waters of the Sound to Lake Washington. The addition of this sheet of water to the harbor facilities of the city will give Seattle a double water front which has no counterpart in the world. Lake Washington, be it known, is 22 miles long, from two to five wide and has an average depth of over 200 feet. It lies paralel to the Sound and is but 19 feet higher than the mean tides of salt water. When completed, the canal will form a means of chap 'hull cleanage' to the vessels which pass into the lake, as it is a well known scientific fact that the marine vegetation and animal matter which foul their bottoms are quickly removed by the action of the fresh water without the application of a scraper. This process of cleaning will prove a saving to the American government alone of thousands of dollars annually and the income derived from foreign patrons ought to more than pay for the improvements in a very short period.

"Within gunshot of the city we have coal, iron, zinc, copper, silver and gold and lumber in vast quantities. The agricultural interests of King county alone are immense and we raise in the fertile valleys contiguous to the rivers everything found in the catalogue of the Eastern farmer, including many things that are strangers to him. In the city we have a perfect fire department, good sewage, over 100 miles of cable and motor street railways and a police department run upon a metropolitan basis. Why, do you know—"

If the newcomer shows signs of weakening at this moment he is lost, but in one instance at least the whistle of the "Flyer," the fast boat of Puget Sound, proved a saving clause. A stranger in that country was fast approaching the young metropolis and he hungered for a look at the nineteenth century paragon which had just been described to him.

"Hard times? Oh, yes," replies the lecturer in response to a parting shot delivered by his late audience. "We have suffered some, but we are now on the upward wave of prosperity. You see, we control the entire Sound trade, we are the supply depot for all Alaskan points, and have lately developed the inland territory for the wholesale business. If things continue coming our way as they have for the past year we will have money to throw at the neighbors. Now, I will just state on this point—"

A second blast of the whistle interrupts. The powerful engines which have been propelling you toward your destination cease to throb. A short interim ensues while the big white hull glides silently through the waters to its welcoming dock. A splash, the landing stage is pushed over and the cheery voice of the purser announces "All ashore."

A walk of two blocks brings the stranger into the business portion of the city. The first impression of Seattle is certainly a most pleasing one. Great buildings tower overhead and follow one another in rapid succession down the line of perspective until the eye unconsciously groups them into a single mass of fireproof walls. The bustle and hum of a cosmopolitan city is encountered after a journey which in some instances covers a distance of 1,500 miles. Here in this western empire is a metropolis which in its business structures repeats the refinement and architectural triumphs of the Eastern centers, and surprise is but a natural sequence that so much has been accomplished during so short a period.

The great conflagration of 1889 has had much to do with the general result, and also the fact that the peculiar conformation of the land upon which the business portion is built necessarily limits its extent to about 10 blocks square in area. This is independent of the water front and manufacturing districts, which in themselves form no inconsiderable portion of the city.

One feature of the busy mart is impressed upon the mind of the sightseer at an early date, and that is the existence of the all-prevalent cable car. It rattles through the streets at railroad speed and climbs perpendicular grades with a disregard to the laws of gravity that makes the observer dizzy to contemplate. The unusual speed is accounted for by the fact that all cars are required to carry "man-catchers." An occasional slow pedestrian is infrequently tossed in the air as a result of too much deliberation, but few casualties are reported.

In the matter of paving Seattle is rather in the experimental stage. A few of the streets are covered with vitrified brick, but by far the majority of them are of wood. Not of the block variety, but by long planks of fir, which extend from either curb and meet in the center of the street. These require constant repairing and are not in a hygienic sense the best for a large city.

Of parks Seattle has a large number, and those located upon the shores of Lake Washington, from the fact of their beautiful natural surroundings alone are ideal breathing places. When art and time shall have accomplished a work which at the present day is only in an embryonic stage, Seattle will have no occasion to blush for her handiwork in this direction.

Of natural scenery, however, Seattle has a surfeit. Nothing grander on the North American continent can be found than the mountain pictures which may be enjoyed from here on any clear day. From the blue waters of the Sound the velvety green forms of the timber-shrouded mountains spring upward at a bound. Rising heavenward the steep slopes disappear for a moment in the shifting haze of the cloudlands and then spectral and yet more sublime rise above in serrated shafts of dazzling white.

Cheap Dollars.

Springfield, Ill., Journal.

Everything is cheap or dear according to what we have to pay for it. Sugar is cheap at 5 cents a pound, but would be dear at 10 cents.

A cheap dollar, therefore, is one that the merchant buys with less goods than he would have to give for a dearer dollar. If a merchant now gives twenty pounds of sugar for a dollar, and the dollar which he gets is a 200-cent dollar; and if the 200-cent dollar is a dishonest dollar and ought to be replaced by a 100-cent dollar, worth only half as much; in that case, the merchant will give only half as much sugar for the cheaper dollar as he now gives for the dishonest 200-cent dollar. That is clear, is it not? This is precisely what "cheap money" means.

Is this what the farmer and the workingman really want?

Apply this illustration to labor, if you please. The workingman buys dollars with labor. Does he want a cheap dollar, for which the merchant will give only ten pounds of sugar? Or does he want a 200-cent dollar, for which the merchant will give twenty pounds of sugar? Cheap dollars would cut his wages in half. He surely does not want that.

"Oh, no," says the workingman, "that is not what I want; but, if dollars were cheap, I would get twice as many of them for a day's work."

Would you, indeed? Not on your life. Free and unlimited coinage of silver, at the ratio of 16 to 1, is simply a scheme to reduce your wages without your knowing it or having an excuse for striking.

What good would it do you to get twice as many dollars for a day's work if $2 would buy no more sugar, and no more of anything else, than $1 will now buy?

Besides, if prices go up, under free coinage, as they will—we admit that—does not the workingman know that the first thing to go up will be rents, the next thing will be food and clothing, and the last thing will be labor? Under free coinage, instead of being better off, the workingman would be worse off than he is now.

Think this over and see what it all means to you and your little family.

Bryan and Bismarck.

St. Paul Globe.

One of the funniest things that has happened in this campaign is the sudden and complete reversal of the Bryan party of its attitude toward the opinion of European authorities upon the financial question. In the beginning of the canvass the very mention of the views of any European financier or economist, however eminent or learned, was met with scornful laughter. "What have we to do with Europe?" said Mr. Bryan and the rest of the Populists. "It is plain enough what these people want. They are trying to saddle upon us the execrable gold standard system which works to their benefit. Their advice is of all things most to be feared and rejected." Day after day the Populist candidate for the presidency has been asking his audience if this country it not great enough to manage its own affairs, and if any citizen is mean enough to ask anybody's opinion in Europe.

Now comes a change in the tenor of these addresses. At almost every halting place in his tour Mr. Bryan flaunts before his audience the opinion of Prince Bismarck. It matters nothing to him that this man is one of the most autocratic individuals in one of the most autocratic governments in Europe. It matters nothing to him that even Bismarck believes only in international bi-metallism, and is willing that the United States should try the experiment and take the chances. The mere fact that he can tack the name of an eminent man to the free coinage argument, and thus assume for it a title to respectability, fills his soul with delight and banishes those fears of foreign domination that have haunted him all the earlier part of the campaign.

Expensive Refreshments.

Clallam County Courier.

Mark Twain tells in his book, "Innocents Abroad," about a dinner he gave his shipmates in the Azore islands, and how the landlord presented a bill for refreshments amounting to the startling sum of 16,000 reis. Mark saw ruin staring him in the face, until it was explained that a thousand reis were equal to an American dollar.

Some of our silver men should go to the Azores and they would find that big sounding coins cut no figure when their purchasing power remains on a lesser basis. If fifty-cent dollars will add to human happiness, why not introduce twenty-five cent dollars and bring about a greater degree of bliss?

As a matter of fact Bryan promises a dollar that will be as easy to get as fifty cents and will buy as much as two dollars; a dollar that will stick in the pockets of the poor man and slip through the fingers of the rich; a dollar that will double the wages of the laboring man and halve the returns of the capitalist; a dollar that will distribute itself by magic equitably among all the people; a dollar that will cleave to the hands of the needy, the helpless and the improvident, and escape the clutches of the industrious, the thrifty and the avaricious; in short, a dollar that will cure the rheumatism, the appendicitis, the smallpox and the consumption.

Bryan wants to be president awfully bad, but doesn't he promise a little too much?

Substitution Is Impracticable.

Philadelphia Telegraph.

A suggestion has been made in the Popocratic camp that the vice presidential difficulty may be settled by the withdrawal of both Bryan and Sewall and the substitution of some third person as candidate, acceptable to all sorts and conditions of Bryanists from Tammany to Texas. That is not a bad idea, but who is to make the substitution? Granting that Sewall may be induced to back out, as he probably would be glad to do if he decently could; granting that Tom Watson may be "influenced" by means that can be readily imagined without being definitely described, and granting, finally, that some inoffensive personage can be found ready to run, so characterless and colorless as to be objectionable to nobody, there comes the question of putting him on the Bryanite ticket. Where is there any authority competent to nominate a vice-president for the sundry and various conflicting factions constituting the Bryanite-Populist-Democratic-Silverite-Nationalist - Prohibitionist, etc., combine? There isn't anybody competent to make such a nomination.

Children Cry for Pitcher's Castoria.

TO MAKE GOOD ROADS

THE UNITED STATES 100 YEARS BEHIND EUROPE.

A Plea by Ex-Senator Dolph—Improved Roads a Necessity, and With Proper Effort Could Be Secured—Advantages to the Country.

In the September issue of Good Roads and Cyclist is an article entitled "A Plea for Better Roads," written by Ex-United States Senator Joseph N. Dolph, of Oregon. What Mr. Dolph says is particularly applicable to this state. His article is therefore printed in full:

Blazed routes through forests and trails across prairies answer the wants of a savage and barbarous people; but in civilized countries improved roads are of prime necessity. The better the roads, the less the cost of transportation and travel, the more valuable the products of agriculture and the less costly to the farmer are his necessary supplies.

The inhabitants of sparsely populated regions must of necessity submit to the inconvenience of poor roads; but as the country becomes more populous and the area of cultivated lands is increased, and the product of human industry multiplied, with the augmented wealth that these conditions induce, the roads can and should be improved and perfected. There is no reason why every thickly settled and productive region in this country should not be supplied with good roads. Improved roads benefit all clases of people and stimulate every branch of productive industry.

In most cases, I am satisfied that the reason why the roads in this country are not better is not that the necessary cost of construction and maintenance is beyond the ability of the people, but that is is the indifference of the parties interested, the failure in some instances to properly locate the roads, the lack of intelligently devised plans for their construction and improvement, and the extravagant use of funds raised for the purpose.

In the matter of farm roads, this country is greatly behind all the principal countries of Europe; and in the transportation of farm products to the local market or railroad station our farmers labor under a great disadvantage in comparison with the farmers of Europe. As has been said, "we are at least 100 years behind Europe, and about 2,400 years behind Rome in this important matter." In many portions of the United States our country roads are absolutely impassable at some seasons of the year; and there is hardly any portion of the country where improved roads, roads located on the most direct lines of travel, with proper grades, and smooth, hard surfaces, which would not be cut up by the wheels of vehicles in summer or become muddy in winter, would not save at least one-half in time and expense of transportation

The construction of good roads requires a large outlay of money. The system of macadamized roads lately constructed in Union and Essex counties, New Jersey, cost $10,000 a mile, and these roads are probably not as substantial as most of the improved highways of Europe. The roads constructed by the Romans were much more elaborate, durable and expensive. Disregarding all obstacles, the Roman roads were located upon the most direct line between the points to be connected; ditches were dug on each side, and the soil removed until a firm foundation was reached and the soil replaced with solid, durable materials; the lower layer of the roadbed consisted of large flat stones, if obtainable; if not, the layer was composed of other stones laid in mortar. Next came a layer of small stones and concrete; a third layer of finer concrete; then the surface layer, composed of stones of several angles joined neatly together; the whole constituting a roadbed of from three to seven feet in thickness.

No good road can be constructed without adopting, to some extent, at least, the plans of these ancient roads. Location upon direct lines, as nearly as possible; minimum grades; an elevated roadbed, higher in the center than at the sides, so as to admit of quick drainage; ditches to carry off rapidly the surface water; removal of the loose soil and the substitution of solid material, so laid as to furnish strength and suport a surface of hard material which will not become mud in wet seasons, but cut into ruts, or be ground into dust in dry seasons, are indispensable.

Great national highways, connecting the great cities of the United States, and extending from one extreme boundary to another, have been proposed, something like the famous roads constructed by the Romans before the Christian era. But times have changed; transportation and travel and the movement of troops between distant points is now by railroads. The present want of improved roads is for the purpose of reaching these modern means of transportation; not roads parallel with the great lines of railway so much as roads radiating from railroad stations and extending into the country tributary to railroad lines.

Some writers upon the subject indicate a belief that the question of improved roads is a matter of national concern, and that congress can originate or aid in the work of building them. To facilitate the transportation of troops and munitions of war, and to make new regions accessible, congress has, by subsidies of lands and by appropriation of money, aided in the construction of wagon roads. Liberal appropriations are made for roads to national cemeteries, to lighthouses and government reservations and buildings. The necessity for military wagon roads, owing to the construction of railroads, has decreased, and I do not perceive how congress can greatly aid in securing a system of improved highways in this country. Our government differs from those of most of the European countries in that ours is a dual government; a combination of national and state governments; the powers of the national government being limited to those granted, in express terms or by implication, by the federal constitution. The construction of roads and their maintenance are matters mainly of state jurisdiction and concern.

The cost of transportation is a serious tax upon both producer and consumer. True statesmanship will endeavor to reduce this tax to the minimum by encouraging manufactories in agricultural regions, thus bringing the producer and consumer together as nearly as possible, and by this means not only reduce but do away altogether in many instances with the cost of transportation. While charges for transportation by rail have been for years decreasing, and still continue to decrease, the cost of getting farm products to the railroad has not decreased. Railroads have been multiplied and improved; but the country roads, the only means of transportation between the farm and the railway station, have remained as they were before the era of railroads. Improved facilities and sharper competition have been constantly reducing the price of transportation by water and rail; but the cost of getting our abundant agricultural products from the farm to the railroad has not decreased. More is expended to get a sack of flour from the warehouse in Boston or New York to the consumer, in either of those cities, than it costs to transport it from Minneapolis to the seaboard.

Great corporations are incorporated and organized, and millions of dollars are expended for the purpose of constructing new railroads to reach undeveloped regions of the country. Railroads have been important factors in developing the resources and furnishing the means of transportation to all sections. The general government has aided their construction by large subsidies of money and grant of land; and states, counties, cities and communities generally have made large donations for the same purpose. The government of the United States spends annually many millions to improve the waterways of the country in order that transportation by water may be placed on such footing as to enter into competition with railroad transportation, and by this accelerated and favored competition bring about a reduction of freight charges. It is proposed to expend many more millions in building up the American merchant marine, and thus to restore our carrying trade on the high seas. One of the most important enterprises of this century is the proposed construction of the Nicaragua canal, and wise statesmanship dictates a policy that will commit the United States government to exert its power and expend its resources to secure the completion, at the actual and necessary cost of construction, of this great undertaking, and coupled with this substantial aid should be the determination that, when finished, the canal shall be forever under the control of our government. And all this—the expenditure of millions—is to reduce the cost of transportation, and, by reducing it, to benefit the producer and the consumer. It is time that attention was directed to the improvement of the farm roads of the country as a means of further reducing the cost of marketing farm products and benefiting the important class of our citizens engaged in agriculture.

Farmers are not the only class interested in farm roads; all classes have more or less interest in public highways. Some country roads, it is true, are never used except by the resident of the vicinity, but there are roads which, on account of their location are used for general travel, and the property owners along such roads should not be required to bear the entire expense of keeping them in repair. Some of the principal highways of the state, therefore, might well be considered and treated as state roads and improved at state expense. Gov. Hill, of New York, recommended the expenditure of $10,000,000 by the state of New York for the improvement of the most important roads of that state; and a bill for that purpose twice passed the senate, but was defeated in the assembly on a close vote. The governors of other states have urged in their annual messages a system of improved highways.

There are two methods of securing better roads. One is to change the present indefensible system of collecting and expending the road tax in road construction and repair, so that the fund shall be economically and carefully expended, and also by the adoption of such legislation as will secure the proper location and the construction of good and durable roads, together with the preparation of careful, adequate plans and specifications before the work is undertaken; and the other is raising, by incurring a bonded indebtedness, where state constitutions will permit of it, of a sufficient sum to construct at once a thorough system of improved roads in a county.

In Union and Essex counties, New Jersey, where a new system of macadamized roads has been recently adopted, and the roads constructed upon funds borrowed upon bonds, the practical result has shown the policy to be most beneficial.

The property of these counties "has appreciated in value far more than the cost of the roads;" and that not only in the case of sale and exchange, but upon tax levy. The actual increase of values of lands benefited by the improved roads it is said meets the increased taxes requisite to pay the interest upon the bonds issued for the improvement.

The construction at once of a complete and thorough system of county roads for a county, or several contiguous counties, has many advantages. It brings into the county, to be paid out for labor, and afterward used in improving and increasing the value of the taxable property of the county, the amount required for the improvement. As soon as the system is completed, there is a large increase in the marketable and taxable value of all the farms in the county, and the people at once come into the enjoyment of the comforts and advantages which are derived from goods roads. The work, the large amount of which makes it practicable to adopt a thorough system, can, therefore, be much more economically conducted than when it is carried on in a fitful and irregular manner, insuring at the same time the almost certainty of better roads. The annual tax now levied for the improvement of roads would then be levied to pay interest upon the bonds, and to keep the roads in repair. In some portions of the country it is, of course, more difficult and expensive to construct and maintain good roads than in others. In the valleys of the western portion of my own state, Oregon, for instance, owing to the alluvial soil and long-continued rains of winter, the condition of the ordinary county roads becomes at times very bad; but the problem of securing good roads there differs from the problem of making good roads in more favored regions only as to the limit of cost.

Roads are often laid out in such a manner as to make their improvement difficult or impossible. The improvement, when commenced, is too frequently undertaken in ignorance of the character of the work required, with no definite plan, and without the supervision of those who have special training and experience qualifying them for the work, the result often being of such a character that the expenditure is nearly, if not wholly, a total loss. Therefore, it is safe to say that there is nothing in this country upon which so much money is expended, where there is such an exhibition of ignorance, lack of system, and looseness in expenditure as there is in the repair of country roads.

I have an impression that if the taxes annually collected in this country were collected in money and judiciously and economically expended, in a comparatively few years the principal highways of the country would be put in a reasonably good condition. In most of the states the road tax is worked out; and from time immemorial the road work has been in many cases treated as a matter to be slighted. One man hired at so much per day will do as much, and probably more, work than several taxpayers working out their taxes. The whole system should be changed. The county courts, or other county authorities charged with the administration of the road laws, should be required to determine in advance the character of the work, giving the matter such careful and intelligent consideration as would enable them to adopt a plan which would secure a good road suitable to the wants of the community, and adapted to the climate. As small a portion of the road tax as is practicable should be used to keep existing roads in repair, and as large a portion as possible applied annually to the construction of a system of improved roads.

Legislation should be had by the several states looking to an improved system of public highways, providing as far as practicable by general provisions requirements for the same. There should be in each county engineers charged with the laying out and preparing proper plans and specifications for the construction and improvement of highways. The road tax should be collected in money as other taxes, and should be set aside and kept distinct as a general fund to be expended under the direction of the county authorities. The labor employed should be hired at current rates of wages, and the laborer required to perform honest, faithful service. Greater care should be used in the location of roads. There should be some competent and skillful person in each county charged with the duty of seeing that the work is properly and economically done. Stone quarries, gravel-beds, together with rock-crushers, rollers and other expensive tools and implements used in road construction should be owned by the county.

When a railroad is to be constructed, numerous surveys are necessary to determine the best route, and the maximum of curves and grades is established, and upon the grade depends largely the value of the road, as the work that an engine can do is determined by what it can pull up the steepest grade. But county roads are located with little reference to grades, and when they are worked, it is without intelligent plans. Steep grades, sand and dust in summer, mud in winter, necessitate scant loads; delays and accidents necessitate the use of many more teams than would be required with good roads, and, of course, largely increase the cost of transportation.

Some relief from the difficulties and expense of travel and transportation off the railroad lines will, I hope, be furnished by electric car lines. Near the large cities in the West, such lines are being constructed to remote suburbs, and are found not only to be a great convenience, but to be profitable. I expect to see them adopted as a means of communication between towns not connected by steam railroads in populous regions, and used for the transportation of both passengers and freight.

By whatever plan better roads are secured, the burden must fall upon the taxpayers, and their interest should stimulate the examination and the adoption of the best plan for road construction and improvement. The care and improvement of the roads are intrusted to the farming population, and upon them largely is the fault for the unsatisfactory condition of the roads; to them the negligent and slovenly maner in which the roads are worked, and the wasteful way in which the taxes are expended are chargeable. This class of citizens, who are to be most benefited by good roads, need to be stirred up until a thorough reform is accomplished in the matter.

There is no dispute that improved roads are a necessity, and it would appear that that which is so desirable, and which every one must favor, can with proper effort be secured. The fact that the question of better roads is being everywhere discussed in this country, and the existence of a large and influential organization for the purpose of promoting improved roads, gives promise that the people are at last to be roused concerning the subject, and that something will be accomplished.

Newness on every shelf, novelty in every yard, economy in every fold and comfort in every thread. Whatever your dry goods wants may be we can supply them, be it for a dress, wrap or something else.

Special Drives in ...DOMESTICS

These Items Should Interest The Thrifty Housewife

We quote the following prices; the goods will speak for themselves:

Sheetings.

Heavy 4-4 Unbleached Sheeting 5c yard.

Fine Weave Unbleached Sheeting, 6c yard.

36-inch Bleached Muslin, soft finish, 6c yard.

36-inch Fine Soft Finish Muslin, 7½c yard.

42-inch Extra Quality Pillowcasing, 11c yard.

46-inch Fine Bleached Pillowcasing, 12½c yard.

8-4 Bleached Sheeting, 16 2-3c yard.

9-4 Bleached Sheeting, 18c yd.

Table Linens.

Four special lots of Bleached Scotch Damasks, at 50c, 60c, 75c and 90c yard.

Three special values in Cream Scotch Damasks, at 45c, 50c and 60c yard.

Three very great values in Turkey Red Damasks, at 20c, 25c and 35c yard.

Napkins.

100 dozen ⅝ Napkins, at $1.15 dozen.

100 dozen ⅝ Napkins, at $1.35 dozen.

75 dozen ¾ Napkins, at $1.50 dozen.

Crashes.

50 pieces 17-inch Bleached Crash, at 8 1-3c yard.

50 pieces 18-inch Brown Crash, at 10c yard.

50 pieces 18-inch Barnsley Crash, at 12½c yard.

You'd better buy now at these little prices:

Flannelettes.

50 pieces Plain Cream Flannelette, 4½c yard.

50 pieces Striped Flannelette, 5c yard.

Special values in Striped Flannelette, at 6¼c, 8 1-3c, 10c and 12½c yard.

Beautiful line of Flannelettes, in Persian patterns, at 12½c and 16 2-3c yard.

Wool Flannels.

10 pieces White Baby Flannel, 20c yard.

Fine Quality White Wool Flannel, 25c yard.

50 pieces of Striped Scotch Flannels, 25c yard.

10 pieces Heavy Red Twilled Flannel, 25c yard.

Blue-gray Twilled Flannel, 25c yard.

Blankets.

EXTRAORDINARY VALUES.

10-4 Gray Domett Blankets, 65c pair.

10-4 White Domett Blankets, 75c pair.

Better grades at $1, $1.25, $1.50 and $2.

50 pairs Fine Soft Gray Blankets, at $3 pair.

100 pairs Large All Wool Gray Blankets, at $3.50 pair.

50 pairs White Wool Blankets (immense value), $3.50 pair.

75 pairs Large White Wool Blankets, $4.50 pair.

Special.

50 pieces 36-inch Fancy Figured Swiss Muslins, at 12½c yard.

W. P. BOYD & CO.

621 and 623 First Avenue.

Things Might Be Worse.

New York World.

It is a frequent excuse of unthinking men for leaning towards free silver that "things can't be worse than they now are."

This is a mistake. Matters can be very much worse, especially for the workingmen.

1. They would be worse if wages were paid in a 53-cent dollar or in a dollar worth less than 100 cents. However it may be with mine owners and mortgage debtors, men whose capital is their labor are not interested in having the "purchasing power of their dollar" diminished.

2. Things would be made worse for the 1,732,382 savings bank depositors in this state alone if their $715,032,899 of savings were made payable in depreciated dollars.

3. Things would be worse for the nearly 1,000,000 pensioners if their monthly stipend were to be paid in 53-cent dollars.

4. Things would be worse for all the millions of beneficiaries of stock, mutual and co-operative insurance companies, and all the 1,745,725 shareholders in building and loan associations if payment were to be made to them in any money less good than the best.

5. Things would be worse for everybody in case of a panic caused by the prospect of a silver basis.

Things have been much worse than they now are. They were worse for many in the great strike summer of 1892. They were worse during the free-bread distribution in 1893. Poor money never yet bettered bad times.

Devious Mr. Bryan.

Terre Haute Express.

Mr. Bryan said at Eminence, Kan., that "the price of silver was affected by the law of supply and demand, and when the United States repealed the Sherman law and stopped the purchase of 54,000,000 ounces of silver per year it decreased the price of silver, because it lessened the demand for it." If, as Mr. Bryan says, the repeal of the Sherman law lessened the demand and price of silver, then per contra, the operation of the Sherman law should have raised the price of silver, and Mr. Sherman should receive the praise of the silverites. The United States began in 1878 to purchase not less than 2,000,000 ounces of silver a month, and in 1890 extended the purchase to 4,500,000 ounces a month, but silver declined steadily in price from 1878 until 1893, the price each year being lower than it was in the year before. The increased purchase after 1890 did not stop the decline, but the value of the dollar, which was 75 cents in 1889, had fallen to 64 cents in 1892, before the Sherman law was repealed; yet Mr. Bryan meant to convey the impression at Eminence that the purchase of silver had maintained its price. He is devious and circuitous.

When Baby was sick, we gave her Castoria.

When she was a Child, she cried for Castoria.

When she became Miss, she clung to Castoria.

When she had Children, she gave them Castoria.

Listen to These Two Voices.

St. Louis Globe-Democrat.

"Are the American people able to govern themselves? Must they consult other nations in adopting a financial system?" This is one voice. Now, let us listen to another. "The proportion between the values of gold and silver is a mercantile problem altogether. Just principles will lead us to disregard legal proportions, to inquire into the market price of gold in the several countries with which we shall probably be connected in commerce, and take an average from them." In tone and spirit there is an irrepressible conflict between these two voices. Each antagonizes the other at all points. The first voice, as our readers will guess, is that of a blatherskite, William J. Bryan. The second voice is that of a statesman, Thomas Jefferson.

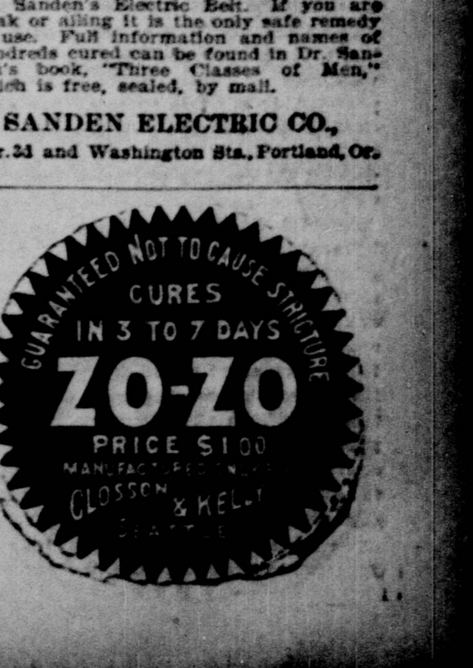
You Can Make It Strong or Mild by Turning a Thumb-Screw.

Success is always certain to follow the use of Dr. Sanden's Electric Belt, as it fills the system with the warming, invigorating electric current for hours at a time. Electricity is strengthening to the nerves, and when it can be applied so easily by Dr. Sanden's method it enables the patient to get the full benefit of the lifegiving power without interfering with the regular habits of living. It is possible to make the electric current strong or mild in a moment while the belt is on the body, thus removing all the inconveniences incidental to the use of a battery and other electric appliances.

Dr. Sanden's Electric Belt

Is warranted under a forfeit of $5,000 to give an electric current which can be felt as soon as applied to the body. This current is kept up continually for hours, filling the body completely with vital force and energy. It is a quick and positive cure for all nervous afflictions, kidney and similar troubles, Rheumatism, Lame Back, Weak Memory, Sciatica, Varicocele and all weaknesses in men or women. No other remedy cures so quickly, so surely. It is the acme of electrical application, warranted for one year.

Every town on the Pacific coast has one or more people who have been cured by Dr. Sanden's Electric Belt. If you are weak or ailing it is the only safe remedy to use. Full information and names of hundreds cured can be found in Dr. Sanden's book, "Three Classes of Men," which is free, sealed, by mail.

SANDEN ELECTRIC CO.,

Cor. 3d and Washington Sts., Portland, Or.